

The Missing Sprue

The quarterly gazette of Coventry and Warwickshire IPMS



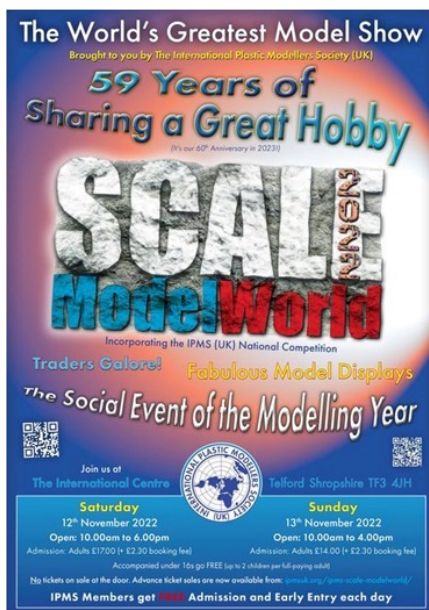
Welcome to the Missing Sprue!

This quarterly Gazette is for Coventry and Warwickshire club members to show off recent builds, share techniques, and inform the club of forthcoming shows etc.

I'm sure you are all looking forward to this year's shows as some of these have already been announced, I will try and update the show calendar, in future issues of the gazette.

Looking forward, to the shows we will attend as a club in the next couple of months please see the show diary in this edition.

Scale Model world 2022



With only a few weeks till SMW2022, I'm sure you are gearing up for this. As a club we always have a theme, which is decided at the start of the year. Our theme this year is "Crazy Camo". For IPMS members entry to this show is free, as part of the membership perks. If you want to join the cut will be the 31st of October. At the time of writing this the plans of the show had not yet been compiled but will be shared to all members as soon as its available.

Paul Redfern

Articles required



If you would like to add/write an article, write a review of a Show, Model shop, modelling techniques, Articles or even submit photos for the next edition of the Missing Sprue, please contact **Paul** via e-mail cwipms2019@gmail.com

New Instagram Page



Will Jayne has kindly set up an Instagram Account for the club

The address is [@coventry_scalemodels](https://www.instagram.com/coventry_scalemodels)

Mosquito Madness



Or in the words of a Sun journalist who time travelled back to the 1940's, "Britain's Brave Balsa Bomber Boys Batter Berlin!"

The Mosquito has always been, in my opinion, the most aesthetically pleasing airframes produced during WWII. Its sleek lines, two closely cowled Rolls Royce Merlin 21 engines, and its

unique wooden construction resulted in its almost mythical reputation. Originally conceived as an unarmed high-speed bomber in 1938, with its origins steeped in the provenance of the D.H.88 Comet racing machines; much as the Spitfire could trace its history back to the Supermarine S6 series.

As with the Spitfire the aircrafts early development was privately funded, it was 25th November 1940 that the first prototype, E-0234 finally flew, piloted by Geoffrey de Havilland himself.



The air ministry originally had reservations about its plywood construction even though it represented strategic material advantages, but reluctantly placed an order for 50 D.H. 98 airframes to act in the PR role in early 1940, its performance was outstanding, reaching 630km/h during testing, the order was increased by a further 150 hulls and the PR Mk.I went into operational service in July 1941, less than a year later in the spring of 1942 the B Mk.IV bomber began to range over Europe, Scandinavia and the third Reich itself, with the capital suffering a daylight attack in January of 1943, interrupting a Nazi party rally.

A payload of 2,000lb internally, a maximum speed in excess of 400mph and an astonishing range of more than 1,500 miles made this a formidable aircraft, its glued and screwed plywood airframe even provided a modicum of stealth capability, it would serve in various marks well into the 1950's as bombers, PR

platforms, night fighters, fighter bombers, operational trainers and in my modelling choice; a Pathfinder.



B Mk IV Series II Oboe marker DK333/HS-F Grim Reaper of No 109 Sqn, No 8 Group (PFF), flown by Flg Offs Harry B Stephens and Frank Ruskell DFC, Wyton, January 1943

The model:

As is my usual selection I raided the stash for the venerable 1/48 example from Tamiya, first produced in 1999, 140 parts make up the kit, including 17 clear parts, 2 polly caps are included along with a decal sheet for 3 variants: a B MK. IV from 105 Sqn. In the "early" green, dk. sea grey and medium sea grey scheme, a PR Mk. IV from 540 sqdn. In its striking PRU blue paint, And my example, a B Mk.IV from 109 sqdn. Based at RAF Wyton in its menacing pathfinder colours.

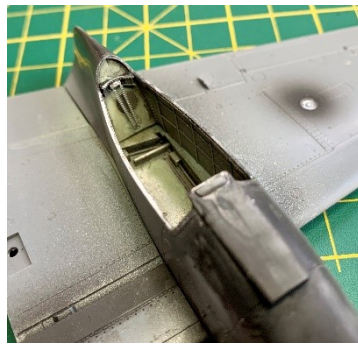
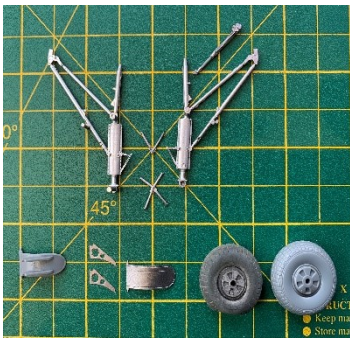
All parts are in Tamiya's usual crisp grey plastic with no discernible flash, subtly recessed panel lines, good surface detail and not surprisingly, no rivets, fasteners on the cowlings and certain airframe details are well represented by raised detail. The interior is above average for a kit that is over 23 years old, with the bomb bay being a highlight, the wheel wells will benefit from extra detailing as will the radio fit and cockpit sidewalls. The instructions are on a single fold out sheet consisting of 21 steps, starting unusually with the construction of the engine nacelles and undercarriage.

A full-size profile of the first camouflage layout is provided, which could be copied and cut out to provide basic masks, and a smaller sheet is added with the decal placement and painting details of the other versions. All colour call outs are for Tamiya paints. The decal sheet is typical Tamiya, providing national insignia, relevant codes, a pair of IP decals and the surprisingly numerous stencils, my advice, BIN IT! I used the kit roundels and codes and replaced everything else with BarracudaCals Mosquito airframe stencils (expanded) set, I had to put the project on hold for two weeks while they winged their way from the antipodes, but they prevented the thing from ending up in the trash can! Note to self, NEVER go near Tamiya decals with Micro Sol/Set.... You know it makes sense!

I invested in a set of weighted resin wheels from QuickBoost, the Eduard full etch set and masks, and decided to give the Kits World 3D printed instrument decals a try.... More about that later.

Construction

After giving the sprues a thorough wash with mild detergent and air drying them I proceeded to commence construction as per the kit instructions, Mr Surfacer 1500 black was sprayed on the interior of the wheel wells and onto the associated bulkheads and details on the Eduard set, the wheels were carefully sawn from their mounting blocks and the hubs drilled out to accept the axels on the oleo legs, I drilled the wheel hubs with a 0.2 mm drill to accept brake lines, the etched mudguards were removed from the frame, cleaned up and assembled with CA glue.



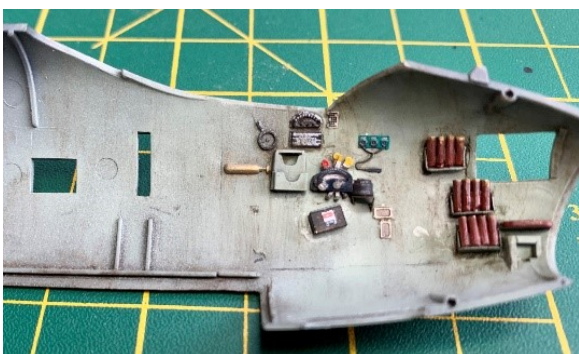
The instructions would have you assemble the engine cowlings/wheel bays at this point, I also added the Eduard forward bulkheads and rear U/C bay details, hydraulic lines and wiring were added with various gauges of lead wire, and then sprayed with interior green, weathering was added with Tamiya brown panel liner and AK interactive interior wash to give a suitably grimy appearance.

The wings were assembled next with the welcome inclusion of the etched radiator faces followed by the installation of the engine cowlings, Tamiya would have you fit the wing tips at the end of construction, but I would advise fitting them to the individual upper and lower wing surfaces before you put the wing together, this ensures an even and neat join with no step or need for filler.

Construction of the undercarriage is next, with all parts fitting without problems; including the replacement of the supplied somewhat industrial mudguards, be aware that the wheels are “handed” with the right brake drum facing outboard and the left inboard. These were painted with AK Extreme Metal aluminium and suitably weathered. The fitted oil tanks received a mix of Tamiya XF-7 flat red and XF-9 flat hull red in a 5-1 ratio to represent the rubberised self-sealing coating. The instructions suggest that the landing gear is fitted at this point, however I chose to leave them off until painting was completed. If you are in a sado-masochistic frame of mind you can chose to remove the U/C door attachment points from the cowlings and commit to installing the sub-atomic etched hinges on the Eduard fret, but please be aware that when you come to fit the gear doors that the gluing surface is minimal.

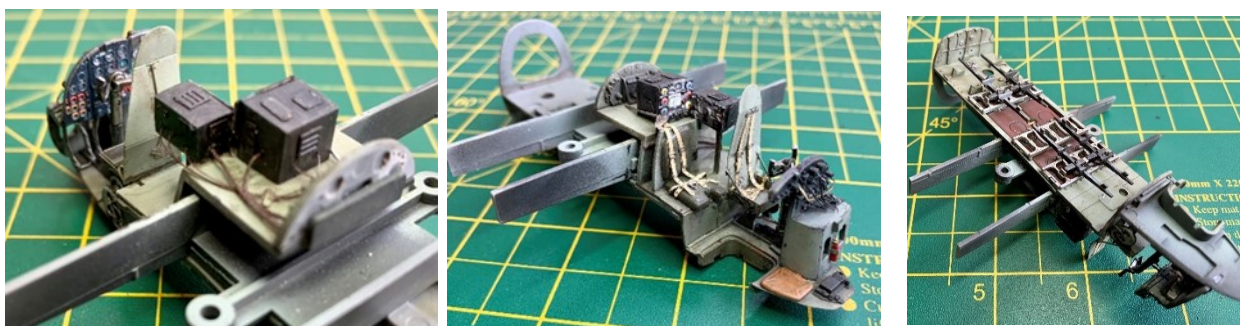


The cockpit interior is next to be built, like the wingtips you are invited to fit the nose halves later in the assembly process, I decided to pre-empt the almost inevitable fit/filling problems by attaching them to their respective fuselage halves now, this allowed me to clean up the internal join in preparation for painting, I also removed certain moulded details in order to fit the PE replacements. A coat of surfacer was then followed by an application of Vallejo AV71009 RAF interior green, the etched components were folded and fitted now, including five flare racks with a total of 20 0.6x4mm flares, in retrospect this exercise in futility was of questionable value.



The radio shelf, radio fit, cockpit floor and IP were attended to next, the radios had their surface detail removed and Kits-World 3D radio face decals applied, they are of acceptable quality but suffered from a slight registration problem (easily rectified) and required a drop of Micro Kristal Klear to establish adhesion, I drilled them on their rear surfaces for later wiring and detailed the exposed surfaces with random PE fittings from the spare box; these components were applied to the shelf and wired in with assorted lengths of lead wire. I rejected the Kits-World IP due to the registration faults and over incised instruments that created an overscale appearance, this was replaced with the Eduard pre coloured example, apart from the navigator's eyebrow console that came from the Kits-World set, I drilled out the rear instrument cases and fitted a crude wiring harness. The rudder pedal assembly is from Eduard, as is the pilot's seat and the two sets of belts.

This component was then fitted to the bomb bay floor, the fuselage fuel tanks were painted in the same self-sealing colour mix as the oil tanks, before being masked and painted interior green and detailed with various metallics.



The interior sub-assembly was then fitted to the fuselage and closed up with TET, the fit was, as to be expected, excellent with minimum clean-up required. I had already removed the rudder and elevators from the horizontal stabilizers in order to offset them for a little animation and these were applied with the trouble-free completion of the main airframe.

I decided to assemble and mask the cockpit canopy at this time, I used the supplied kit decal interior frames to the interior of the glazing, with 20/20 hindsight this was a mistake, I should have masked them and applied a coat of interior green, as when the masking was removed, they were a disgusting shade of lime green!



The exterior received a coat of black surfacer and was marbled with a pre-shade coat of Tamiya flat white, thinned 30/70% with MLT.



The bomb bay was masked with the kit one-piece doors and the wheel wells with foam.

The upper surfaces were given several coats of heavily thinned Hataka HTK-A032 Ocean Gray lightened coats of the same shade were randomly applied through an Uschi von der Rosten splatter mask, before the camouflage pattern was masked with white-tac worms and Tamiya masking tape. HTK-A016 Dark Green was applied in the same fashion, once dry, the masking was removed and the full upper surfaces; apart from the vertical tail fin, were fully masked in preparation for the under-surface night black colour.

The lower airframe received an overall black colour from over six shades of dark gray, blacks and black panel liner until I was satisfied with the variations in shade.



A coat or two of Klear sealed the paint and was allowed to dry thoroughly before application of decals, as I previously mentioned I have a love/hate relationship with Tamiya decals, the national insignia and codes went down with no problem and a sparing application of MicroSet/Sol, I was dubious about the thickness of the first few stencils, but the red X framework no step stencils on the upper radiator surfaces silvered, creased and disintegrated on application!.. LARGE scotch and a trawl on EvilBay resulted in my purchase of the superb BaracudaCal stencil set, unfortunately I could only source them from a seller in Australia! Two week pause but at least it saved the project from the bin!

Once they arrived it was onward and upwards! The stencils went on like a dream and I sealed them in with another coat of Klear.

Weathering was accomplished with various applications of Tamiya black, brown and gray panel line accent colour, Abteilung502 oils, Mig streaking grime effects and Tamiya weathering master pastels, a final Klear coat and it was time to fit the final details, the last etched components; including the world's smallest windscreen wiper, weapons loadout and radio antenna wire and the Mossie was complete.

I thoroughly enjoyed this build, as you all know my go-to manufacturer is Tamiya (apart from their dreadful decals) and the addition of the Eduard set pushes the finished kit into a different level, thanks for sticking through this somewhat Tolstoy inspired tone and I look forward to presenting the kit at a meeting soon.



More Photo's on the club website



Richard Garbutt

Fort Vaux WW1 vignette

Inspired by Charley's war (battle comics 1970/80s) artwork Joe Colquhoun and the wonderful historically accurate, hard hitting anti-war stories created by the comic writing legend Pat Mills. The Charley's War story have inspired many people, including those from our hobby like Michael J Butler (Mike the Kiwi) and Tommy's War figures and my own WW1 model work.

Pat Mills recently retweeted my WW1 scenes, shared on his twitter account. For me a real honour, validating the models and what they depict.

The specific scenes show the true horrors faced by soldiers during gas attacks, and battles during WW1. In this instance French soldiers wearing later war masks (almost exact copy of the German type); and another scene showing some British Lewis gunners, taking on some German soldiers in hand-to-hand combat. An earlier scene I created also depicts two of the famous Charley's war characters Smith 70 and young Albert. Machine gunners where young Albert was never let a go on the machine gun, because it was "a bit technical!" For him.





It's a bit technical - 1/35

Converted and re sculpted ICM figures with hornet heads.



Joe Colquhoun apparently based Smith 70 on John Lennon's character from the 1967 film, how I won the war. 70 being a name/number given to soldiers based on how many men would have the smith surname, a common occurrence in WW1 that I'm sure would further dehumanise the men that fought and died.

Pat Mills the Charley's war writer has been a lifelong pacifist, his comic writing challenged the gung-ho narrative of other publications at that time. Focusing on the relationships of the men in the front line and story lines that highlighted humanity at its best and worst in what was mechanised carnage and human waste.

Marcus White



Hot weather greeted the first arrivals to RAF Fairford at 9.00am on Wednesday 13th July for the world's largest military air show. COVID had resulted in the show being cancelled the previous two years meaning there was an eager crowd of aviation enthusiasts there to welcome the vast array of homeland and foreign visitors to Gloucestershire. This year saw aircraft on display from as far afield as Japan, South Korea, and Brazil.



Around 200,000 people visited the Gloucestershire airbase over the weekend



Arrivals began at 9.30am on the Wednesday morning which meant my journey began at 4.30am in order to be in the queue at 6.00am for a decent location.

Themes

Each year RIAT applies a theme to its weekend of flying. 2022 was slightly different in there were two themes. One being 'Training aircraft' and the other a celebration of the '75th Anniversary of the United States Airforce'. This meant there was a higher-than-normal number of twin seat propellor aircraft in both the static and flying display, which brought about a change of pace and noise levels following fast jet demonstrations from the likes of the Eurofighter Typhoons, F/A-18 Hornets and F-16 Fighting Falcons. Sadly, RIAT was not listed as an air show the USAF were using to celebrate their 75th year. As a result, this disappointingly limited the USAF's participation in the flying display to just a single CV-22B Osprey.



CV-22B Osprey – USAF 100053 based at RAF Mildenhall.

There had been plans for a B-52H Stratofortress flying display which was cancelled only days before the show. The rumours were the B-52s were cancelled because the US did not want to place strategic bombers in Europe at this time, only for B-52s to be posted at Fairford two months later on a 'European familiarisation tour'.

Without doubt the most impressive arrivals flypast was the German Tornado IDS who arrived with a full loadout and performed 3 fly pasts at increasingly lower altitudes.



Panavia Tornado IDS – 46+25 from the German Airforce.

However, the late arrivals of the Swedish Historic Flight Viggen and Draken, plus the USAF E-4B Advanced Airborne Command Post, known as 'Night-watch' provided a great deal of excitement at the end of the Friday air displays.





Firsts and Lasts

RIAT 2022 welcomed new nations and first time displays as well as possibly seeing an aircraft for the very last time.

Royal Danish Airforce, Baby Blues aerobatic display team in their Saab T-17 Trainers made their RIAT debut.



A Pilatus PC-9M of the Irish Air Corp Silver Swallows. This was the first time the Silver Swallows had performed at RIAT in their PC-9Ms

A very rare addition to this year's line-up, and a first for me was the PZL-Swidnik W3A Sokół (Falcon) in a Search and Rescue demonstration.



The French Air and Space Force duo, the Mustang X-Ray demonstration team in their Pilatus PC-21s made their RIAT debut giving the crowd some ground attack simulations.



Another RIAT debut came in the form of the NH Industries NH90 TTH flown by the German Army



One of my favourite displays of the entire weekend was the Czech Air Force Hip and Hind in a Search and Rescue demonstration role. It was the first time the Mil-Mi-171 Hip had been flown at RIAT by the Czechs and also sadly probably the last time the Mil-Mi-24V Hind will be seen in the UK before being phased out. Speculation is the Hinds will be given to the Ukrainians to bolster the defence of their country. Note: the official RIAT programme had the Hind listed as a Mi-24V, however, it was a Mi-35.



The Italian AMX (Aeritalia Macchi Experimental) A-11B made its last RIAT appearance on static. The A-11B has been a stalwart trainer for the Aeronautica Militare since 1984.

The Usual Suspects



The ever-present RAF Typhoon Display Team, Anarchy 1, were there for its second year in the Black Jack livery. Once again bringing the noise with the aircraft in full afterburner most of the performance.

The Belgian F-16 Demo Team seem to be present at every European Airshow. On this occasion the secondary livery had to be used due to the Viper livery aircraft having technical issues.





It wouldn't be RIAT without a JAS-39 Gripen on display. This time from the Hungarian Airforce. Who like the F-111 displays of past performed a fuel dump mid-display- Unfortunately, I didn't catch that. 😞

Impressive Static Line Up



Canadair CL-13B Sabre



The Swedish Airforce Historic Flight – Saab SK37E Viggen, Saab SK35 Daraken and Saab J 32B Lansens



Boeing F-15E Strike Eagle in commemorative livery from RAF Lakenheath.



Douglas A-4N Skyhawk



Embraer KC-390 Millennium from the Brazilian Airforce

Lockheed Martin U-2S Dragon Lady minus the sensitive parts!





Kawasaki C-2
from the JASDF.

Highlights of the Show

Every display was an opportunity for pilots to show off their skills and the aircraft's capabilities, but there were a few standout performances. The Republic of Korea's Black Eagles in their T-50B trainers visited the UK for the first time since 2012 and in my opinion showed the Europeans how to do it. What was distinctly different to any other aerobatic display team I've seen was how they changed formations midway through manoeuvres. I've never seen that before and many of the other Airforce's personnel that I spoke to made the same comment, it was truly breath taking.



The Korean Aerobatic Display Team, The Black Eagles painting the Korean Flag during their set.



Austria sent their QRA Demo Team to show how their Eurofighter EF2000 Typhoons are used in an Air Policing role by intercepting an unidentified aircraft (former RAF now Austrian, C-130K Hercules) before moving into a fast jet dog fight demonstration.



The Freccie Tricolori with their usual tight formation aerobatics were a crowd favourite.



Tribute

There was a fitting tribute to Colonel Oleksandr Oksanchenko “Grey Wolf” who came out of retirement to defend his home nation when Russia invaded Ukraine. Colonel Oksanchenko was the Ukrainian Su-27 Demo Team pilot for many years and was a regular at RIAT. The show organisers left an empty space in the static display as a missing man memorial. A Ukrainian flag was placed in the vacant space, along with a plaque and a wreath.



Colonel Oleksandr Oksanchenko (831st Guards Tactical Aviation Brigade), “Grey Wolf” (photographer unknown)

Conclusions

Irrespective of the line-up (which according to the wonderful world of social media wasn't to everyone's liking) we've had to wait a very long time for another RIAT. Immersed in the world of aviation fuel, burning rubber and sound waves reverberating through the chest, I'm sure even the nay sayers will have secretly had a good time. The weather was fantastic, if a little too hot at times, but the light was generally great for photos. The extremely low humidity resulted in a lack of aerodynamic contrails (fluff) which adds a little extra to the fast jet shots. The only aircraft producing fluff were the early morning participants when there was still some moisture in the air. But I'll take good light and good weather over contrails any day.

Thoroughly looking forward to 2023!

After 5 days at Fairford I amassed a whopping 22,000 images. After hours of rigorous sifting that figure was reduced to 5000 – not all of which will make the cut. If you like what you see please give my Instagram account a follow – EaglephotographyUK

Here are a few other images:-





Steve Hewitt

How to turn picture frames into a dust cover

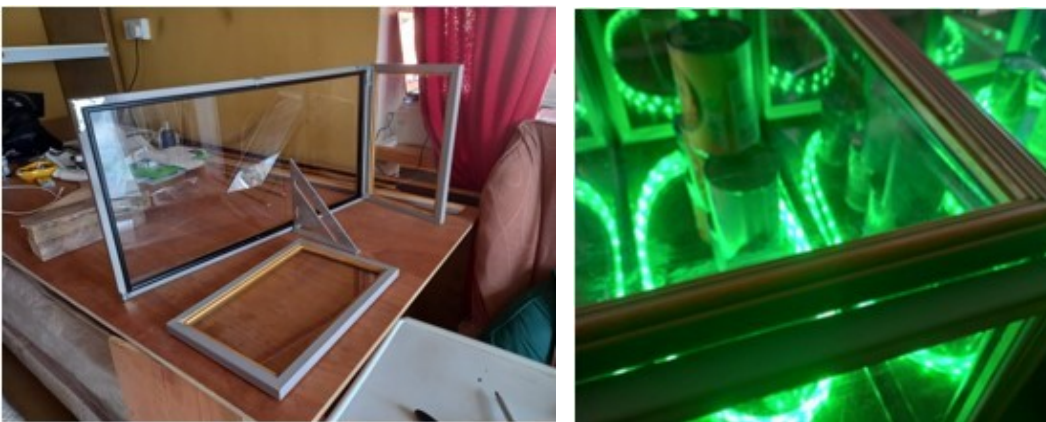
My Favourite daughter sent me the inside measurements of a dust cover / window box / show cabinet she wanted me to build for her 27 English inches wide, 8" deep and 14" high, designed for a 1:4 scale Motorbike she'd built.

Quite easy using 5 picture frames glued together, with a base .

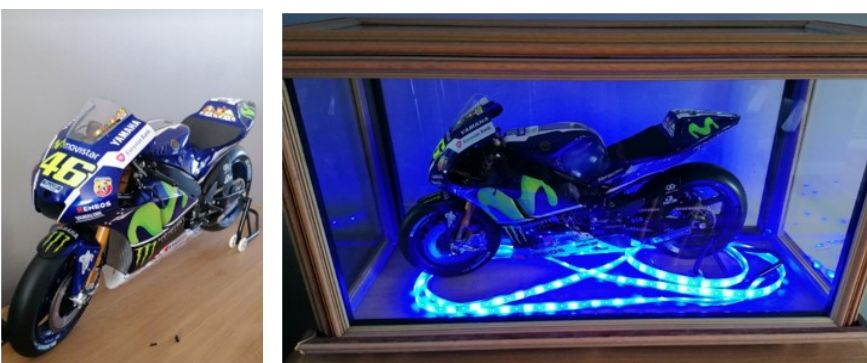
Firstly, cut all wood to size , then glue and clamp together, finally, cut and clean all plastic sheets.



The mathematics for this was all straight forward as it is just basic picture framing, the tacking beading to hold the plastic window looked a little cheap as these frames can be seen all round , so on the two big ones I put together two smaller frames , (inside out, maths shot to pieces using the mark one eyeball) .



Screwed together these 5 frames (+2 inside) thinking that would do the job , but - it looked ugly and there were gaps , so I made a frame to go around the top (inside out) and the frame for the base Then I filled in gaps in the uprights and touch up the corners ,added the feet , lights and the model.- Bingo! then you find out she could have bought one for £36 ,still I got a peck on the cheek ,was told I'm the best .



Denis Jones

N Gauge Show - Warwickshire Event Centre

Last month I spent an enjoyable couple of hours at the two-day N Gauge Model Railway show at the Warwickshire Event Centre, at Leamington Spa. Although I'm not really into trains, some of the layouts were quite impressive and they have a great range of static grass, trees etc for dioramas. So much so, that I might be inspired to have a go at a small diorama. The show was quite busy with various layouts and a good selection of traders selling a good selection of trains, tools and all things scenery. Plus, there was a good on-site café which was reasonably priced. Needless to say, a few purchases were made. I'd recommend it, even if it's just for inspiration for groundwork and to see something different.



Don Richards

IPMS Avon 7th August 2022

The usual pilgrimage down to the Thornbury Leisure centre , was a bit interesting this year, as the commonwealth games cycling event was happening near Leamington Spa and warning of the A46 being congested were made aware by members of the club. Even so, massive water leaks that morning on the A46 put a Kybosh on using that road. I decided to take a more scenic route via the Fosse way, and even though it took about 30mins longer, was a very pleasant drive.

A good turnout by Club Members, and by other SIGs/Clubs as well, the usual number of traders were in attendance also. Lots of interest in our table- Especially Marcus's truly Excellent Roman Diorama, and Marcus did win Best in show for his "bayonets into ploughshares" diorama a Mk1 tank 1/35th scratch built interior.



More Photo's on the club website



Paul Redfern

IPMS (ASVC) Wombourne Model Show 4th September 2022

As a Club we have been attending this small show for about 4 years now, located near Dudley, West Midlands the community Centre in Wombourne is a show run by the ASVC/IPMS Club.

A smallish turnout by the club, but a well-represented table, with models by Steve Roberts, Sam Johnson, Denis Jones, and myself, with visits by club members- Russel, Sorin, and Alan.

Not a particular busy show, but has on site catering, and a few of the favourite Traders and Clubs/Sigs.



More Photo's on the club website

Paul Redfern

Statfold Barn 10th & 11th September 2022

This was a two-day show, organised by Sutton Coldfield Modellers, the model display was a small part of a larger event "Ale & Rail". I was a bit tentative that this show would go ahead after the news that our Monarch, Queen Elizabeth II had passed away. Even with this sadness there was a lot of public and moments of silence and tributes were observed though out the day.

Myself, Denis, Richard and Steve attended the first day, and there were 10 clubs/sigs in attendance and a number of traders, who fluctuated over the weekend. As I mentioned this was a small part of a larger event, to include traction engines, classic cars, and tractors (Steve Lockhart's favourite). On the second day we were visited by Will and his family, Will getting his train fix on.

This Museum is a little Gem in the west midlands, and well worth a visit.

More Photo's on the club website



Paul Redfern

Brampton Show (St Ives) 25th September 2022

After an early start to get to Brampton for 8am (almost) an enjoyable day was spent chatting to people and trying not to spend too much. The Club put on a very good, varied display which generated a lot of interest, especially Steve's Wessex and Steve's P-47. I think it helped being the closest display to the bar, so people were having a look while waiting for their bacon butties. It seemed quite busy in the morning, although it did quieten down in the afternoon. Spread over two rooms downstairs and the balcony, there was lots of varied Club displays and numerous traders with plenty to interest everyone. We didn't blitz the Tombola this time, although Richard did win an excellent car model, but I think we all found a bargain of some sort. There wasn't a competition of any kind, only an award for the Best Club display and a runner up, and this was won by Milton Keynes. The day went by quite quickly and it was soon time to thank Brampton for a really good day out and headed home.

More Photo's on the club website



More Photo's on the club website

Don Richards

East Midlands Model Show 9th October 2022

East Midlands had not had a show since 2019, I'd never been to this show, for reasons I can't remember, After a reasonable early start to get to Hinckley for 8am (almost) with my Co-pilot Denis, we managed to find a car parking spot, near to the church next to St Mary's Church Hall. The main Bonus that we'd already set up the evening before, as part of a joint deal with East Midlands and Coventry and Warwickshire clubs.

The show did not disappoint, lots of traders and Clubs/SIGs in attendance and a good flow of the general public, a great attendance by the club, and from what I could see a fair number of purchases were had by all. The table was well populated and lots of interest from modellers and public alike.

A great day out, and it was great to see the sea of blue shirts helping break down the show which took a little over an hour to complete, well done to all those who remained behind to help.



More Photo's on the club website

Paul Redfern

Humour Time

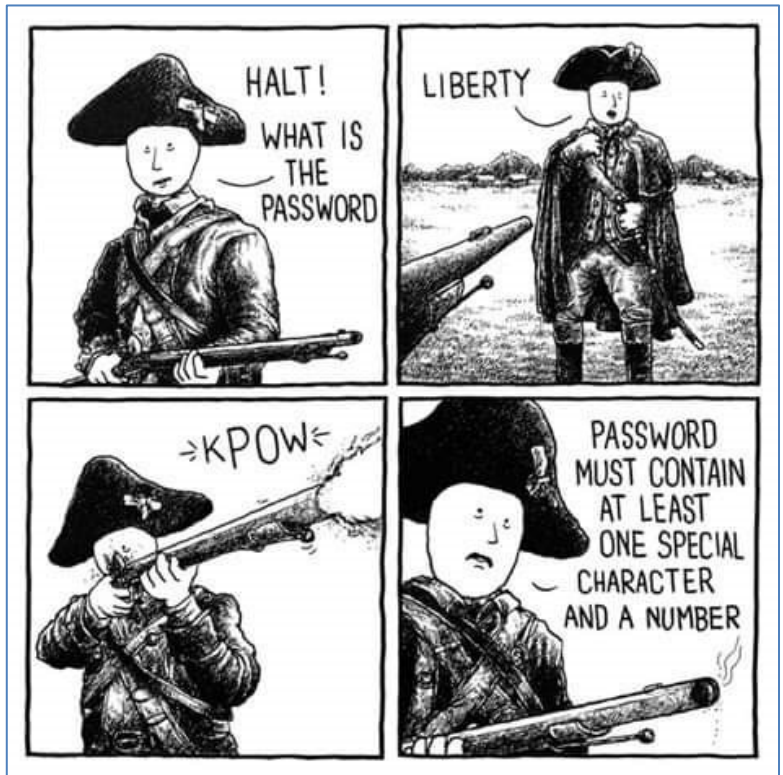
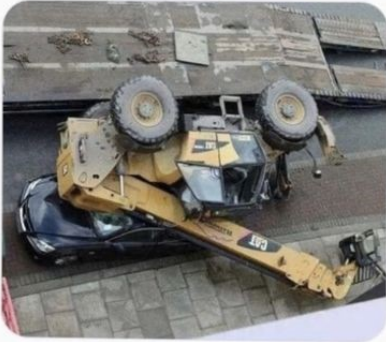


I will be late for work today. There is a cat on my car roof. Have to take the bus.

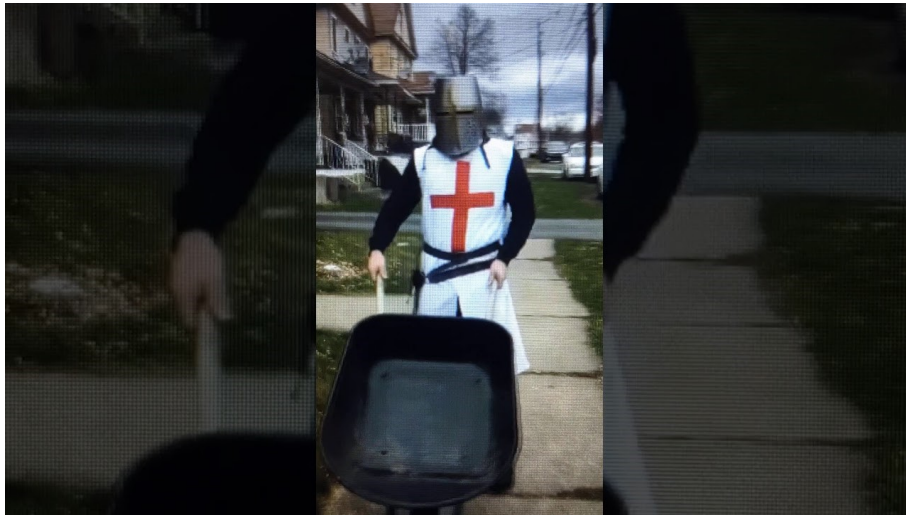
You can't just come in late because you don't want to bother a damn cat. just get rid of it.

I'm afraid i wont be able to.

What is more important? Your job or a damn animal?



Sprue Collection



A few years ago, at one of our AGM's, it was suggested that we, as a club, recycle our unused and unwanted Sprue's, At that time, Matt from 'The Paint Rack 'at the "Fargo" in Far Gosford St had a way of recycling the waste plastic, so..., we went for it, We had a collection box at every club meeting and when we had a fair amount one of us would run it around to Matt, even when Matt lost his first contact he quickly found another ,no problem , until lock down when everything changed

We are still collecting at our meetings but despite our best efforts we have not found a recycling plant that meet our needs if anyone has any ideas or contacts in this area, please let me know, in the meantime keep bringing your waste sprues to our club nights and look out for the collection box.



Denis Jones

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Club website

<https://coventryandwarwickipms.weebly.com/>

Internet and Facebook Links

IPMS UK <https://ipmsuk.org/>

<https://www.facebook.com/groups/154243277932214/>

Great War SIG <https://sites.google.com/site/greatwarsig/>

“What if” SIG <http://www.whatifmodellers.com/index.php>

Modern British Armour SIG <https://www.facebook.com/groups/modernbritisharmoursig/>

Russian/Soviet Military Modelling <https://www.facebook.com/groups/1476745009291224/>

IDF SIG <https://www.facebook.com/groups/472664806256973/>

Bomb Disposal Model interest group <https://www.facebook.com/groups/293347344594784/>

Sutton Spartans <https://www.facebook.com/groups/103320443753676/>

Russian Wheels and tracks <https://www.facebook.com/groups/1539132379672734/>

MODEL KIT INSTRUCTION SHEETS LIBRARY

<https://www.facebook.com/groups/1214026292028249/>

2022/23 Show flyers



AIRCRAFT ENTHUSIASTS FAIR & MODEL SHOW 2022

If you love modelling and all things aviation, then don't miss this popular event. The day includes stalls buying, selling and exchanging aviation and modelling related items - books, photographs, negatives, models, accessories and more.

Event ticket price - £7.00 for adults and £3.00 for children (aged 5 to 15) Children under the age of 5 are free. Please note annual passes are not valid for this event.

For tickets, enquiries & stall bookings
visit www.armyflying.com or use this QR Code



SUNDAY 27TH NOVEMBER 10AM - 3PM

Army Flying Museum, Middle Wallop, Stockbridge, Hampshire, SO20 8FB

  @ArmyFlying  @ArmyFlyingMuseum  /ArmyFlyingMuseum



SCALE MODEL
IPMS
BOLTON STRIKES BACK
SHOW 2023

Bolton IPMS
The Friendly Club

SUN 22 JAN 2023
10.00AM-4.00PM

PREMIER SUITE, UNIVERSITY OF BOLTON STADIUM, DE HAVILLAND WAY, BOLTON BL6 6JW

Back, yes finally, we are, use the force with modelling we will!!
With the best club displays from around the country, trade stands, it's a chance to pick up kits, collectables, bargains, books, tools, paints, perfect for modellers of all levels. Refreshments available, disabled access and free on-site parking.

Admission: Adults £5; Concessions £3 (OAP/U16); Family ticket £12 (2 adults/2 children).

 /groups/BoltonIPMS

THIS YEAR'S THEME IS REVELL AT 70
COME AND JOIN THE REVELL ALLIANCE AND CELEBRATE 70 YEARS OF REVELL MODEL KITS

Show List November 2022 to April 2023

Date	Show Name	Size of Show	Show Organiser	Status at time of publishing	Required/Recommended/Optional	Web link/contact e-mail
12 th and 13 th November 2022	Scale model world 2022	Very Large	IPMS UK	Confirmed	Required	Scale ModelWorld 2022 – IPMS (UK) (ipmsuk.org)
27 th November 2022	Aircraft Enthusiast & Model Show 2022	Medium/Large	Army Flying Museum	Confirmed	Optional	Aircraft Enthusiast Fair & Model Show – 2022 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
4 th December 2022	Midland Air Museum Winter Show	Small/Medium	Midland Air Museum	Confirmed	Recommended	Midland Air Museum Winter Show – 2022 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
4 th December 2022	London Plastic Modelling Show 2022	Medium	Guideline publications	Confirmed	Optional	London Plastic Modelling Show – 2022 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
8 th January 2023	Croydon Aviation & Model Collectors Fair	Medium	N/K	Confirmed	Optional	Croydon Aviation & Model Collectors fair – 2023 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
22 nd January 2023	Bolton Strikes back 2023	Medium Large	Bolton IPMS	Confirmed	Optional	Bolton Scale Model Show – 2023 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
5 th February 2023	RAF Sculthorpe Heritage Centre Scale Model Show 2023	Medium	RAF Sculthorpe Heritage Centre	Confirmed	Optional	RAF Sculthorpe Heritage Centre Scale Model Show – 2023 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
19 th February 2023	The Leeds Model Show 2023	Medium Large	IPMS Wakefield	Confirmed	Optional	The Leeds Model Show – 2023 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
1 st April 2023	Sword and Lance 2023	Medium/Large	Darlington Military Modelling Society	Confirmed	Optional	Sword and Lance – 2023 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)

OFFICIAL

2 nd April 2023	East Midlands Model Show 2023	Medium/Large	East Midlands Model Club	Confirmed	Recommended	East Mids Model Show – 2023 – IPMS(UK) – The Society for Scale Modellers – Organisers of Scale ModelWorld (ipmsuk.org)
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Please Note:

Definitions

Required- Club Show members required

Recommended- regular shows attended by the club, with a table(s)

Optional- shows not attended by club, but optional to club members